CITY OF REDMOND

ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Redmond identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply" and indicate the reason why the question "does not apply". It is not adequate to submit responses such as "N/A" or "does not apply"; without providing a reason why the specific section does not relate or cause an impact. Complete answers to the questions now may avoid unnecessary delays later. If you need more space to write answers attach them and reference.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the City can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. When you submit this checklist the City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of Checklist for Non project Proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NON PROJECT ACTIONS (part D).

For non-project actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

FOR AGENCY USE ONLY	
Planner's Name	THARA JOHNSON
Date of Review	05/06/2011

To be completed by applicant	Evaluation for Agency Use only
A. BACKGROUND	
1. Name of proposed project, if applicable: Redmond Bike Park	✓ T.J.
2. Name of applicant: City of Redmond	✓ T.J.
3. Address and phone number of applicant and Contact person: Carolyn Hope, Senior Park Planner Parks and Recreation Department, City of Redmond PO Box 97010, MS 4NPK Redmond, WA 98073 425.556.2313, cjhope@redmond.gov	✓ T.J
4. Date checklist prepared: April 27, 2011	✓ T.J
5. Agency requesting checklist: City of Redmond	✓ T.J
6. Give an accurate, brief description of the proposal's scope and nature: i. Acreage of the site: 2.5 of 7 acres ii Number of dwelling units/ buildings to be constructed: 0 iii Square footage of dwelling units/ buildings being added: 0 iv. Square footage of pavement being added: 413 add, net -2,144 v. Building Activity type: Other vi. Other information: Park and Trails	✓ T.J.

To be completed by applicant	Evaluation for Agency Use only
7. Proposed timing or schedule (including phasing, if applicable): Construction Period - End of June through Summer 2011 with replanting in the fall and winter to improve chance of survival of plants	✓ T.J.
8. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? ☐ Yes ☑ No If yes, explain	✓ T.J.
9. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. Critical Areas Report, Group Four Inc, October 2009 Tree Inventory and Arborist Report, Tree Solutions Inc, September 2010 Tree Preservation Plan	✓ T.J.
10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? ☐ Yes ☑ No If yes, explain.	✓ T.J.

To be completed by applicant	Evaluation for Agency Use only
11. List any government approvals or permits that will be needed for your proposal, if known. City of Redmond permits and approvals for: Site Plan Entitlement, Clearing and Grading Permit with Construction Stormwater Pollution Prevention Plan and Temporary Erosion and Sediment Control Plan	✓ T-3.
12. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) Since the early 1990s, unsanctioned dirt jumps have been built by community members on city water utility property south of Hartman Park. The Mayor and City Council has authorized staff to legitimize the current use and redesign a bike park to adhere to current standards for risk management and bike park design. The Redmond Bike Park will contain various jump lines constructed of dirt for mountain bikers and BMX riders of all ages and abilities to use. There will also be a pump track, some elevated trails constructed of wood and single track trails. The City Parks and Trails Commission and City Council approved the location of the bike park after reviewing a Site Selection Memo (Attachment A) prepared by the consultant in collaboration with members of the TECH committee and Parks and Recreation Department. The City has engaged members of the public in the process of site selection and preliminary design through 7 public meetings. A citizens Steering Committee was formed in mid-2009 to help spread the word about the bike park, encourage volunteer maintenance of the existing park conditions and future re-construction of the park. To date this group has attended two field trips prior to participating in design workshops, held two annual maintenance work parties, had a booth at Derby Days, and held a fundraiser for the project.	✓ T-3.
13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. The property is located at 17195 NE 100th Street, Redmond, WA, which is on the western third of tax parcel 720000-1950. The project area begins at the southwest corner of Hartman Park and extends to the intersection of NE 100th Street and 172nd Ave NE, then extends south to the end of the parcel, and east to the western property line of Hartman Park again. Attachment B includes a vicinity map, topographic map, and site plan.	✓ T-3.

To be completed by applicant	Evaluation for Agency Use only
B. ENVIRONMENTAL ELEMENTS **1. Earth** a. General description of the site (check one) ☐ Flat ☑ Rolling ☐ Hilly ☐ Steep slopes ☐ Mountainous ☐ Other	
There is a gentle downward grade towards the east-southeast of the site from the northwest corner of the site.	✓T.J.
b. What is the steepest slope on the site (approximate percent slope)? Describe location and areas of different topography.	
The steepest grade on site is 4 percent, which runs along the west to east line of jumps at the north end of the site. There is a 3 percent grade from the NW corner of the site to the SE corner of the site.	✓T.J.
c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, mulch)? If you know the classification of agricultural soils, specify them and note any prime farmland.	
AgC—Alderwood gravelly sandy loam, typical profile: • 0 to 12 inches: Gravelly sandy loam • 12 to 27 inches: Very gravelly sandy loam • 27 to 60 inches: Very gravelly sandy loam A USDA map of the soil type is provided in Attachment C.	✓T.J.

To be completed by applicant	Evaluation for Agency Use only
d. Are there surface indications or history of unstable soils in the immediate vicinity? ☐ Yes ☑ No If so, describe.	
e. Describe the purpose, type, location and approximate quantities of any filling or grading proposed. Indicate source of fill. The site has been graded in the past without permit. Most of the proposed work is within the previously disturbed area (0.7 ac). The proposed project would grade and fill part of another 0.65 ac for a total disturbed area of 1.35 ac. All grading work near trees will be done by hand, rather than machines to minimize compaction on nearby trees roots. A significant landscape enhancement plan is proposed for the graded areas around trails, the wetland buffer and the street.	
f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. Yes, as with all clearing projects, it is possible that clearing and construction can lead to some erosion. However, the project team will prepare and follow a Temporary Erosion and Sedimentation Plan to prevent erosion from occurring on site during construction.	
g. About what percentage of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? None. There are some proposed elevated trails, but they will be made of split cedar, which will allow precipitation through the slats of the wood.	
h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any. Best Management Practices (BMPs) will be used during construction to reduce erosion. These include installing sedimentation fences, mulching exposed surfaces, and revegetating disturbed soils. In addition, a drainage plan will be developed as part of the design work planned that will ensure that water does not pond or run off directly into the nearby wetland.	

To be completed by applicant	Evaluation for Agency Use only
i. Does the landfill or excavation involve over 100 cubic yards throughout the lifetime of the project? Yes, the proposed project is expected to import approximately 1,800 cubic yards of soil. There is no proposed excavation.	✓ T.J.
2. Air a. What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial wood smoke, and greenhouse gases) during construction and when the project is completed: If any, generally describe and give approximate quantities if known. Minor temporary emissions to air could occur during construction. Short-term emissions of exhaust and fugitive dust will result from the use of diesel and gas-powered vehicles for deliveries and small motor-powered machines, such as chain saws, hedgers, medium sized tractors and similar equipment.	✓ T.J.
b. Are there any off-site sources of emissions or odor that may affect your proposal? ☐ Yes ☑ No If so, generally describe.	✓ T.J.
c. Proposed measures to reduce or control emissions or other impacts to air, if any: Any impacts to air quality will be temporary and minor in nature. Measures to reduce and control emissions and odor include: limit vehicle idling, maintain construction vehicles; manage fine sediments (fugitive dust) by securing construction entryways with rock and wetting dry soils during construction.	✓ T.J.
3. Water a. Surface 1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? ☑ Yes ☐ No If yes, describe type, location and provide names. If appropriate, state what stream or river it flows into. Provide a sketch if not shown on site plans.	

To be completed by applicant	Evaluation for Agency Use only
There is a wetland about 360 feet east of the eastern most disturbed area. The wetland delineation report classifies it as Class 3, while a staff member considers it a Class 2 wetland. In either case, the proposed project would not impact the wetland buffer. Perrigo Creek, a Class III stream, is located about 260 feet northeast of the property. The project would not impact Perrigo Creek. Attachment B shows the location of the wetland.	✓T.J.
2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters: ☐ Yes ☑ No If yes, please describe and attach available plans. Note approximate distance between surface waters and any construction, fill, etc..	✓T.J.
3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material, if from on site.	
None.	✓T.J.
4. Will the proposal require surface water withdrawals or diversions? ☐ Yes ☑ No Give general description, purpose, and approximate quantities if known.	✓T.J.
5. Does the proposal lie within a 100-year floodplain? ☐ Yes ◉ No If so, note location on the site plan.	✓T.J.

To be completed by applicant	Evaluation for Agency Use only
6. Does the proposal involve any discharge of waste materials to surface waters? ☐ Yes ☑ No If so, describe the type of waste and anticipated volume of discharge.	✓T.J.
b. Ground	
1. Will ground water be withdrawn, or will water be discharged to ground water? ☐ Yes ☑ No Give general description, purpose, and approximate quantities if known.	✓T.J.
2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.	
None.	✓T.J.
c. Water Runoff (including storm water):	
1. Describe the source(s) of runoff (including storm water) and method of collection, transport/conveyance, and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.	
Runoff flows from the proposed site conditions is anticipated to be similar to those from the existing conditions. In general, flows are surface sheet flow and some shallow concentrated flow across the site, generally eastward.	✓T.J.

To be completed by applicant	Evaluation for Agency Use only
As in the existing conditions, runoff from the proposed project will flow to a wetland east of the site. Current and proposed flows are estimated to be less than the 0.1-cfs threshold.	
2. Could waste materials enter ground or surface waters? If so, generally describe.	
The potential exists for hydrocarbons and other contaminants to enter ground or surface water during construction and from impervious surfaces after construction. The potential for sediments to enter surface waters also exists during construction-related grading activities.	
d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:	
Construction vehicles will be kept in good condition and refueling will be outside of the wetland and steam buffers. Storm water will be treated on-site through a vegetated strip through which runoff will pass, to provide filtration of runoff water before it reaches the wetland area (the stream is upgradient).	
4. Plants	
a. Check and select types of vegetation found on the site:	
☐ Deciduous Tree: ☑ Alder ☑ Maple ☐ Aspen ☑ Other	
☐ Evergreen Tree: ☑ Cedar ☑ Fir ☐ Pine ☑ Other	
☑ Shrubs	
☐ Grass	
☐ Pasture	
☐ Crop or Grain	
☐ Wet soil plants: ☐ Cattail ☐ Buttercup ☐ Bullrush ☐ Skunk cabbage ☐ Other	
☐ Water plants: ☐ Water lily ☐ Eelgrass ☐ Milfoil ☐ Other	
☐ Other types of vegetation (please list)	
Salal, blackberry, oregon grape and ferns	
b. What kind and amount of vegetation will be removed or altered?	
Some ground cover, shrubs, and trees, which will be mitigated on site. Thirty trees are proposed for removal, 24 of which are unhealthy or dead - which will be used on site for snags and habitat to the best extent possible.	

To be completed by applicant	Evaluation for Agency Use only
One tree proposed for removal is a landmark tree. Trees will be mitigated per code. In addition, the final design will have extensive revegetation proposed along buffers, including many new trees as well as understory plants.	
c. List threatened or endangered species known to be on or near the site.	
None.	
d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:	
Replacement and enhancement of ground cover and shrubs removed in areas adjacent to the developed areas. Mitigation for trees removed and addition of many new trees for aesthetics along edges.	
5. Animals	
a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site ☑ Birds: ☐ Hawk ☐ Heron ☐ Eagle ☑ Songbirds ☐ Other ☑ Mammals: ☐ Deer ☐ Bear ☐ Elk ☐ Beaver ☑ Other ☐ Fish: ☐ Bass ☐ Salmon ☐ Trout ☐ Herring ☐ Shellfish ☐ Other	
b. List any threatened or endangered species known to be on or near the site	
None.	
c. Is the site part of a migration route: ☑ Yes ☐ No If so, explain?	
The park lies within the Pacific flyway, a north-south migratory bird route.	

To be completed by applicant	Evaluation for Agency Use only
d. Proposed measures to preserve or enhance wildlife, if any: Enhance vegetation in areas, mitigate vegetation that is disturbed with native plants, and improve stormwater runoff on site.	✓ T.J.
6. Energy and Natural Resources a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs: Describe whether it will be used for heating, manufacturing, etc. None for general operations. Occasionally, once or twice a year, some combustible engines might be used for maintenance activities like tree and bush pruning or delivery of materials to the site.	✓ T.J.
b. Would your project affect the potential use of solar energy by adjacent properties? ☐ Yes ☑ No If so, generally describe.	✓ T.J.
c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: The majority of the construction activities for the project will be manual, rather than machine operated. The project promotes bicycling and walking. The project will also encourage people to bicycle or walk to the park, rather than drive.	✓ T.J.
7 Environmental Health a. Are there any environmental health hazards, including exposure to toxic chemicals, risk or fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? ☑ Yes ☐ No. If so, describe.	

To be completed by applicant	Evaluation for Agency Use only
There are some potential hazards during construction by the use of machinery on site. There is the possibility for a spill or release of fuels on site.	
1. Describe special emergency services that might be required.	
In the event of an emergency, the fire department would respond. Local medical services may also be required depending on the situation. Standard emergency response spill kits will be provided on site according to the SWPP. A first aid kit will also be available on site.	
2. Proposed measures to reduce or control environmental health hazards, if any:	
Standard precautions will be taken to reduce hazards. Refueling will occur away from the wetland. Construction crew members will ensure that spills or releases are cleaned up as required by chemical use instructions. Managers will contact the appropriate authorities in the event of a release.	
b. Noise	
1. What types of noise exist in the area which may affect your project (for example: traffic equipment, operation, other)?	
There aren't any types of noise that would affect the project. The adjacent land uses are park, church, and residential.	
2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.	
The temporary construction related noise would be some vehicles entering the site for unloading supplies, some use of a tractor and chainsaw and other power tools. During operation, the primary noise would be people talking at the park.	
3. Proposed measures to reduce or control noise impacts, if any:	
Construction will be limited to daytime hours. The use of the park will be limited to daylight hours.	
c. Describe the potential use of the following:	
1. ☑ Flammable liquids	

To be completed by applicant	Evaluation for Agency Use only
2. ☐ Combustible liquids 3. ☐ Flammable gases 4. ☐ Combustible or flammable fibers 5. ☐ Flammable solids 6. ☐ Unstable materials 7. ☐ Corrosives 8. ☐ Oxidizing materials 9. ☐ Organic peroxides 10. ☐ Nitromethane 11. ☐ Ammonium nitrate 12. ☐ Highly toxic material 13. ☐ Poisonous gas 14. ☐ Smokeless powder 15. ☐ Black sporting powder 16. ☐ Ammunition 17. ☐ Explosives 18. ☐ Cryogenics 19. ☐ Medical gas 20. ☐ Radioactive material 21. ☐ Biological material 22. ☐ High piled storage (over 12' in most cases)	
Diesel fuel and gasoline are the primary hazardous materials that would be used on site.	
8. Land and Shoreline Use a. What is the current use of the site and adjacent properties?	
To the north is a church, to the northeast is a park, to the east is open space including a wetland and trails, to the south and west are residential neighborhoods.	

To be completed by applicant	Evaluation for Agency Use only
b. Has the site been used for agriculture? ☐ Yes ☑ No If so, describe.	✓ T.J.
c. Describe any structures on the site. None.	✓ T.J.
d. Will any structures be demolished? ☐ Yes ☑ No If so, what?	✓ T.J.
e. What is the current zoning classification of the site? R-6 - Low Moderate Density Residential zone Other Utility property	R-6 - ✓ T.J.
f. What is the current comprehensive plan designation of the site? Single-Family Urban Other _____	✓ T.J.
g. If applicable, what is the current shoreline master program designation of the site? Not Applicable Other _____	✓ T.J.
h. Has any part of the site been classified as an "environmentally sensitive" area? ☐ Yes ☑ No If so, specify. (If unsure check with City) An area adjacent to the site includes a wetland and Class III stream, but the project area is outside of the buffers for both of those areas.	✓ T.J.

To be completed by applicant	Evaluation for Agency Use only
i. Approximately how many people would reside or work in the completed project. None.	✓ 1-3.
j. Approximately how many people would the completed project displace? None.	✓ 1-3.
k. Proposed measures to avoid or reduce displacement impacts, if any: NA	✓ 1-3.
l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: In March 2010, Redmond City Council approved of the use of this utility property as a park use until the utility needs the site for development. See Attachment A.	✓ 1-3.
m. What percentage of the building will be used for: ☐ Warehousing ☐ Manufacturing ☐ Office ☐ Retail ☐ Service (specify) ☑ Other (specify) No building - NA ☐ Residential	✓ 1-3.
n. What is the proposed I.B.C. construction type? NA	No building construction proposed ✓ 1-3.

To be completed by applicant	Evaluation for Agency Use only
o. How many square feet are proposed (gross square footage including all floors, mezzanines, etc.) NA	No addition of square feet J.J.
p. How many square feet are available for future expansion (gross square footage including floors, mezzanines and additions). NA	None J.J.
9. Housing a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. NA	No impacts to housing J.J.
b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. NA	No units proposed to be eliminated J.J.
c. Proposed measures to reduce or control housing impacts, if any: NA	No impacts to housing J.J.
10. Aesthetics a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? Less than 6 feet. All structures would be constructed of dirt or wood.	J.J.

To be completed by applicant	Evaluation for Agency Use only
b. What views in the immediate vicinity would be altered or obstructed? In areas where the project is close to neighboring residences, there are proposed areas for enhanced vegetation so that neighbors will have a screen between their home and the active uses of the park. c. Proposed measures to reduce or control aesthetic impacts, if any: In addition to the response above, the City proposes to extend the sidewalk on 171st Ave NE to the corner of NE 100th St and landscape the current maintenance pull out area to improve the aesthetics and reduce the potential for illegal parking. **11. Light and Glare** a. What type of light or glare will the proposal produce: What time of day or night would it mainly occur: None, there will be no lights installed. b. Could light or glare from the finished project be a safety hazard or interfere with views: NA c. What existing off-site sources of light or glare may affect your proposal? None	J.J. J.J. J.J. No lighting impacts J.J. J.J.

To be completed by applicant	Evaluation for Agency Use only
d. Proposed measures to reduce or control light and glare impacts, if any: None	No impacts from light or glare ✓ T.J.
12. Recreation a. What designated and informal recreational opportunities are in the immediate vicinity? The proposed project is adjacent to Hartman Park and the Ashford Trail.	✓ T.J.
b. Would the proposed project displace any existing recreational uses? ☐ Yes ☑ No If so, describe.	✓ T.J.
c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: This project will enhance recreational activities in the area. It will improve bicycling and walking facilities used by community members informally now.	✓ T.J.
13. Historic and Cultural Preservation a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. No	✓ T.J.
b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site. None	✓ T.J.

To be completed by applicant	Evaluation for Agency Use only
c. Proposed measures to reduce or control impacts, if any: None	
14. Transportation a. Identify public streets and highways service the site, and describe proposed access to the existing street system. Show on site plans, if any. 171st Ave NE and NE 100th Street and 172nd Ave NE, as shown in Attachment B.	
b. Is site currently served by public transit? ☑ Yes ☐ No If not, what is the approximate distance to the nearest transit stop. 0.25 mi to Route 221 on 166th AVE NE and NE 104th Street	
c. How many parking spaces would the completed project have? How many would the project eliminate? None, park users will be encouraged to bicycle, walk or to park at Hartman Park. If the demand is more than projected, we can make arrangements to use other neighboring parking facilities as well.	
d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private). No	

To be completed by applicant	Evaluation for Agency Use only
e. How many weekday vehicular trips (one way) per day would be generated by the completed project? <6 If known, indicate when peak volumes would occur. 5 pm - _____a.m. & - 7 pm p.m. How many of these trips occur in the a.m. peak hours? 0 How many of these trips occur in the p.m. peak hours? all	
As mentioned before, the goal is to attract local users who can ride bicycles or walk to the park.	✓ T.J.
f. Proposed measures to reduce or control transportation impacts, if any.	
On site signs and website will encourage people to walk or bike or to park at Hartman Park.	✓ T.J.
15. Public Services	
a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? ☑ Yes ☐ No. If so, generally describe.	
Yes, increased police patrol will be necessary, as the park is formalized into a new City park. In addition, there may be an occasional need for emergency services, as with other recreational facilities.	✓ T.J.
b. Proposed measures to reduce or control direct impacts on public services, if any.	
None	✓ T.J.

To be completed by applicant	Evaluation for Agency Use only
16. Utilities a. Select utilities currently available at the site: ☐ Electricity ☑ Natural gas ☑ Water ☐ Refuse service ☐ Telephone ☑ Sanitary Sewer ☐ Septic System ☐ Other b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. Access to water will be necessary to irrigate the site and for a water fountain.	J.T.S. J.T.S.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Date Submitted: April 27, 2011

Relationship of signer to project: Project Manager, City of Redmon

Redmond Bike Park SEPA Checklist Attachments

A. Site Selection Memo & Public Works/Parks Agreement for Site Use
B. Maps
C. Soils Data
D. Continuation of Question C.1.

HILRIDE Progression Development Group

Introduction

This memo reviews the findings for three alternative site locations for a formal bike park facility in the area of Hartman Park in the Education Hill neighborhood in the City of Redmond, Washington. This memo was prepared by Nat and Rachael Lopes, bike park design specialists from Hilride Progression Development Group with consultation from:

- Carolyn Hope, Senior Park Planner, City of Redmond
- Teresa Kluver, Park Operations Supervisor, City of Redmond
- David Almond, Engineering Manager, City of Redmond
- Thara Johnson, Associate Planner, City of Redmond
- Lisa Rigg, Senior Engineer, City of Redmond
- Chris Kovack, Civil Engineer, Dowl KHM, and the
- Redmond Bike Park Steering Committee.

Project Background

Since the 1990s, unsanctioned dirt jumps have been built by community members on city water utility property outside of Hartman Park. The City is working on an approach to legitimize the current use and more formally design the jumps and bike park to adhere to current standards for risk management and bike park design. A Steering Committee was developed in 2009 of bike park users and supporters to participate in the design of the park and to assist in construction and ongoing maintenance of the park.

In the early spring of 2009, some community members contacted city officials expressing concern about bike park and prefer that the activity be moved to a different location due to safety and environmental concerns. In an April 2009 public meeting at the bike park site, an overwhelming majority of approximately 70 community members who attended expressed interest in keeping the bike park at the current location, because:

- The site is convenient for neighbors and the youth who use the site after school, many of whom come directly from nearby Redmond High School and Redmond Junior High School,
- The site is already developed,
- There aren't many competing uses nearby, which limits bicycle and pedestrian conflicts, and
- The site has significant tree cover, making the site more usable during rainy days and hot summer days.

However, if the site had to be moved, supporters of the bike park felt that it should not be moved further away than Hartman Park. Therefore, two locations within Hartman Park were evaluated.

Three site locations were evaluated for their potential to accommodate a formal bike park facility on Education Hill including the current site and two sites within Hartman Park. Upon approval of the final site location, the formal design process will begin with a public design charette, design documentation, permit submittal, and a volunteer training, construction, and ongoing maintenance program.

Site Descriptions

The current location, Option C, is owned by the water utility, which is located south of the Hartman Park parking lot next to sports fields 5 and 6. The current bike park uses approximately 17,000 square feet of the west side of the parcel. Option A is located north of sports fields 5 and 6 and south of the restrooms. This site could provide approximately 25,000 square feet of bike park space. Option B is located in the clearing east of the restrooms and west of the tennis courts, just south of the playground. This site could provide approximately 11,500 square feet of bike park space. The following exhibit shows the location of each option.

Exhibit 1 – Site Location Options

www.hilride.com
1632 Ocean View Ave, Kensington, CA 94707
info@hilride.com (510) 789-3124

Exhibit 2 – Site Location Photos

Option A – North of Fields 5 & 6 at Hartman Park

Option B – South of Playground at Hartman Park

Exhibit 2 – Site Location Photos (Continued)

Option C – Current Site (north-south strip)

Option C – Current Site (east-west strip)

Site Evaluations

These three sites were evaluated based on the following criteria and a comprehensive checklist of 51 additional qualifying criteria, which is provided in Attachment A. Each of the criteria is scored using a ranking system. The site with the highest score is the most desirable. The criteria are divided into the following categories:

- Location Suitable for a Bike Park
- Bike Park Specific Criteria
- Environmental Factors
- Risk Management, Security, Safety
- Traffic, Parking and Accessibility
- Community Support, Public Opinion
- Development Status

Location Suitable for a Bike Park

The following criteria were used to evaluate the location of the proposed project at each of the three alternative locations in order to determine which site would be the most suitable for a bike park.

Criteria:

- Acreage
- Maintenance Accessibility
- Permanency of Location
- Facility Expandability
- Proximity to Residences
- Shared Boundaries with Residences
- Access to Transportation
- Proximity to Schools
- Connectivity
- Current Use
- Anticipated Use
- User Capacity
- Compatibility With Other Park Users
- Congestion
- Relation to Other Park Facilities
- Land Ownership/Management
- Compatibility with Land Use Plan

Summary: The current site ranked significantly higher than options A and B primarily due to the current use, which has set a precedent for the activity in the area. Hartman Park has very little open space available and is scheduled to be master planned in the next six years to re-evaluate the site plan. The current site has minimal impacts to ongoing operations and activities within Hartman Park, where there is more potential for user conflicts, especially in peak seasons.

Scores:
Option A – Criteria Checklist Score: 50
Option B – Criteria Checklist Score: 55
Option C/Current Site – Criteria Checklist Score: 75

Bike Park Specific Criteria

The following criteria were used to evaluate specific bike park criteria of the proposed project at each of the three alternative locations.

Criteria:

- Topography
- Terrain
- Elevation
- Shade
- Vegetation
- Drainage
- Grading Required For Site
- Water Access for Construction/Maintenance
- Drinking Fountain
- Bike Racks and Tool Station
- Maintenance Equipment and Tool Storage
- Trash/Recycling
- Restroom(s)
- Fencing

Summary: The current site ranked significantly higher due to the dynamic vegetation, terrain and topography of the site, which create a very high quality user experience with natural shade and more protection from the wind and rain that reduces the potential for erosion and dust. In addition, the current site would require less fencing, grading, and stormwater infrastructure, which would reduce project costs. Each of the three sites has very equal supporting amenities such as trash receptables and access to restrooms and water fountains. New

amenities such as tool storage and bike racks can be easily added to any of the three sites.

Scores:
Option A – Criteria Checklist Score: 31 points
Option B – Criteria Checklist Score: 42 points
Option C/Current Site – Criteria Checklist Score: 60 Points

Environmental Factors

The following criteria were used to evaluate the potential environmental impacts of the proposed project at each of the three alternative locations.

- Aesthetics and visual impact
- Biological Resources (Fish and Wildlife Habitat)
- Wetlands and buffers
- Other Critical Areas
- Tree Removal Required
- Vegetation Removal Required

Summary: None of the sites will adversely effect critical areas or significantly decrease the quality of other environmental factors. A wetland delineation of the current site shows that it is outside of the wetland and wetland buffer areas. Selective tree removal could be proposed at Options A and C, which is one of the reasons Options B scored higher.

Scores:
Option A – Criteria Checklist Score: 23
Option B – Criteria Checklist Score: 26
Option C/Current Site – Criteria Checklist Score: 22

Risk Management, Security, and Safety

The following criteria were used to evaluate the risk management, security and safety of the proposed project at each of the three alternative locations.

- Proximity to emergency medical facilities.
- Security patrol access.
- Security visibility.

Summary: Options A and B ranked slightly higher than the current site primarily because they are more visible from the parking areas inside Hartman Park and would be easier to patrol without getting out of a patrol vehicle. All sites allow

easy access by emergency vehicles. The safety of the bike park structures will be addressed in the design and during training of volunteer builders.

Scores:
Option A – Criteria Checklist Score: 13
Option B – Criteria Checklist Score: 13
Option C/Current Site – Criteria Checklist Score: 11

Traffic and Parking Accessibility

The following criteria were used to evaluate the traffic and parking of the proposed project at each of the three alternative locations.

- Proximity to parking
- Parking capacity
- ADA accessibility or potential for accessibility
- Bike accessibility or potential for accessibility
- Transit accessibility

Summary: The current site ranked slightly higher because of its relative proximity to parking at less than 50 yards. Options A and B are within 200 yards of parking. The current park is small enough in scale that most users are from within the neighborhood. Therefore, parking is not much of a concern with this facility, because nearly all users come via bicycle. There are some users who drive to the site and the revised park design could attract a more users from out of the neighborhood. However, the site will remain small enough in scale, that this is not anticipated to create a regional draw, like nearby Colonnade and Duthie Hill bike parks.

Scores:
Option A – Criteria Checklist Score: 19
Option B – Criteria Checklist Score: 19
Option C/Current Site – Criteria Checklist Score: 20

Public Opinion

The following criteria were used to evaluate the public opinion of the proposed project at each of the three alternative locations.

- General Community Support
- Bike Park Steering Committee Support
- Parks and Trails Commission Support

Summary: The current site ranked higher due to the measured local community support, and strong support from the bike park Steering Committee, and a recommendation by the Redmond Parks and Trails Commission to select the current site to City Council for approval. The current site provides many opportunities to improve the environmental conditions in the area, reduce the negative uses in the area, create higher quality multi-use trail access, and improve access to Hartman Park.

Scores:
Option A – Criteria Checklist Score: 9
Option B – Criteria Checklist Score: 10
Option C/Current Site – Criteria Checklist Score: 15

Development Status

The following criteria were used to evaluate the development status of the proposed project at each of the three alternative locations.

- Development Complexities
- Development Timeframe

Summary: The current site ranked highest due primarily because the site can be easily accessed for construction during the summer and fall, which is peak season for use of the sports fields, courts, and playground within Hartman Park. In addition, the current option and option B have less infrastructure requirements, which should require less time and resources to construct.

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Scores:
Option A – Criteria Checklist Score: 3
Option B – Criteria Checklist Score: 8
Option C/Current Site – Criteria Checklist Score: 9

Summary of Findings

Of the three alternative sites that were evaluated, the current site was clearly determined to be the most feasible. The site selection criteria checklist used to evaluate each site awarded points for each of the selection criteria; the maximum number of points possible was 255. The cumulative scores for each site were; 212 points for the current site, 173 points for option B, 148 points for option A.

The current site location was ranked the highest primarily for the following reasons:

Location- The location attributes of the current site; including useable acreage and maintenance accessibility are much better than the other two sites. The current site also provides many opportunities to improve the environmental conditions in the area, reduce the negative uses in the area, create higher quality multi-use trail access, and improve access to Hartman Park.

Bike Park Specific Criteria- The current site ranked significantly higher due to the dynamic vegetation, terrain and topography of the site, which create a very high quality user experience with natural shade and protection from the wind and rain which reducing the amount of erosion, dust resulting from usage and maintenance of the park.

Public Opinion- The level of support from the local parks community is estimated to be highest for the current site and has the strongest support from the bike park Steering Committee and the Redmond Parks and Trails Committee.

Development Status- The current site ranked significantly higher due primarily because the site will require less engineering infrastructure, is expected to cost less to construct, and would have the least amount of construction impacts during peak season use.

Attachment A: Redmond Bike Park Site Selection Criteria Checklist

CRITERIA	SCORE	Option A	Option B	Option C / Current Location
Location				
Acreage	Small=1 Medium=3, Large=5 (relative to each other)	4	3	4
Maintenance Accessiblity	Poor Access=1, Good Access=5	5	5	5
Permanenancy of Location	Temp <2 Years=1, Temp Location <5 years=2, Temp <7=3 Temp Location <10=4 years, Permanent Location=5	4	4	4
Facility Expandability		1	1	5
Proximity to Residences	Shared Boundary (0 feet)=1, Street Separation (<50-feet)=3 Open Space(>50-feet)=5	4	3	3
Shared Boundary with Residences	100% Shared Boundaries=1, 75%=2, 50%=3, 25%=4 No shared Boundaries=5	5	5	4
Access to Transportation	Poor Access=1, Good Access=5	5	5	5
Proximity to Schools		3	3	3
Connectivity	Poor Connectivity=1, Good Connectivity=5	5	5	5
Current Use	No Use=1, Current Activity Specific Illegal Use=5	1	1	5
Anticipated Use	Large increase in use=1, Some increase in use=3,No increase in use=5	1	1	4
User Capacity	Low Capacity=1, High Capacity=5	1	3	5
Compatibility with other park users	Not Compatible=1, Very Compatible=5	1	3	5
Conjestion	Definite Impacts=1, Unknown= 3, None=5	1	2	4
Relation to other park facilities	Not Compatible=1, Very Compatible=5	1	3	5
Land Ownership and Management	Privately Owned=1, Partner Agency=3, Agency=5	5	5	4
Compatibility of use with Land Use Plan	Not Compatible= 1, Compatible=5	3	3	5
Subtotal		***50.0***	***55.0***	***75.0***
Bike Park Specific Criteria				
Topography		1	2	5
Terrain		1	2	5
Elevation		1	1	5
Shade		1	3	5
Vegetation		1	1	5
Drainage		1	5	5
Grading Required for Site	Extensive Grading=1, Minimal Grading=5	1	4	4
Water main/meter/hookup for Construction / Maintenance	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Drinking Fountain	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Bike Racks	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Bike Tool Station	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Maintenance, Equipment and Tool Storage	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Trash/Recycling	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Restroom	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Fencing	Would Require Substancial Fencing=1, Partial Fencing=3, No Fencing Required=5	1	1	3
Subtotal		***31.0***	***42.0***	***60.0***

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Attachment A: Redmond Bike Park Site Selection Criteria Checklist

CRITERIA	SCORE	Option A	Option B	Option C / Current Location
Environmental Factors				
Aesthetics and visual impact	Definite Impacts=1, Unknown= 3, None=5	4	3	4
Biological Resources	Definite Impacts=1, Unknown= 3, None=5	3	5	4
Wetlands and wetland buffers	Definite Impacts=1, Unknown= 3, None=5	4	5	4
Other Critical Areas	Definite Impacts=1, Unknown= 3, None=5	5	5	4
Tree Removal Required	Numerous Large Trees Needing Removal=1, None Required=5	3	4	3
Vegetation Removal Required	Heavy Vegetation Removal=1, None Required=5	4	4	3
Subtotal		***23.0***	***26.0***	***22.0***
Risk Management, Security, Safety				
Proximity to Emergency Medical Facility	Far=1 (>50-miles), Close=5 (w/in 0.5 mile)	5	5	5
Security Patrol Access	No Accessibility=1, Highly Accessible=5	4	4	3
Security Visibility	Low Visibility=1, High Visibility=5	4	4	3
Subtotal		***13.0***	***13.0***	***11.0***
Traffic, Parking and Accessibility				
Proximity to Parking		3	3	5
Parking Capacity		5	5	4
ADA Accessiblity/ Potential for Accessibility	Less Feasible=1, Highly Feasible=3, Existing=5	5	5	5
Bike Accessibility / Potential for Accessibility	Less Feasible=1, Highly Feasible=3, Existing=5	5	5	5
Transit Accessibility	Poor Access=1, Good Access=5	1	1	1
Subtotal		***19.0***	***19.0***	***20.0***
Community Support, Public Opinion	Opposition=1, Neutral=3, Favorable=5			
General Community Support		3	3	5
Bicycle Community Support (Bike Park Steering Committee)		3	4	5
Parks and Trails Commission Support		3	3	5
Subtotal		***9.0***	***10.0***	***15.0***
Development Status				
Development Complexities	High Compleity=1, Low Complexity=5	1	4	4
Development Timeframe	Long Term=1, Mid-Term=3, Short Term=5	2	4	5
Subtotal		***3.0***	***8.0***	***9.0***
TOTAL SCORE	***Total Points Possible = 255***	***148.0***	***173.0***	***212.0***
Percentage of Total Score		58%	68%	83%

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CityofRedmond
WASHINGTON

October 26, 2010

Inter-Departmental Agreement between the
Public Works and Parks and Recreation Departments
Concurrence to Temporarily Use Utility Property for Park Purposes

Over the past 16 months, the Parks and Recreation Department and Public Works Department have been moving forward with the Mayor's request to work with community members to officially recognize an informal bike park as a city park.

This informal bike park has been in place on city utility property for approximately 20 years. The property comprises the western portion of tax parcel 7200001950, which is located at the southeast corner of NE 100th Street and 172nd Ave NE on Education Hill. Exhibit 1 shows the site location.

On March 2, 2010, the Redmond City Council approved the use of the existing site for continued, official use as a temporary city park. Attachment A includes a copy of the memo that was approved by Council.

Parks and Recreation staff members have spent the last nine months working with the public and a consultant team to develop a revised design for the Redmond Bike Park.

On October 12, 2010, Scott Thomason and Carolyn Hope met on site to discuss how much space to preserve for utility vehicles to access the utility lines and the Perrigo Springs pump station east of the site. Staff agreed to preserve 20 feet on the north side of the property for utility access and to provide easy access through removable bollards or a gate, as shown in Exhibit 2. In addition, Public Works requested that any improvements around utility valves adequately improve the area around the valves so that they are still flush with the surface and that no large trees be planted within eight to ten feet of an underground utility line.

The consultant for the project has updated the design to reflect the requests of Public Works, as shown in Exhibit 3.

CityofRedmond
WASHINGTON

The departments agree that these measures and this interim use are in the best interests of the citizens of Redmond, and direct that staff move forward with 60 percent design of this proposed site plan based on the conditions outlined above.

Craig E. Larsen
Director of Parks and Recreation

Bill Campbell
Director of Public Works

cc: Mr. John Marchione, Mayor

Attachments:

Exhibit 1 – Site Location Map
Exhibit 2 – Utility Access Requirements
Exhibit 3 - Draft Design of Bike Park
Attachment A – March 2, 2010 Approved Council Memo - Site Location & Name of Bike Park

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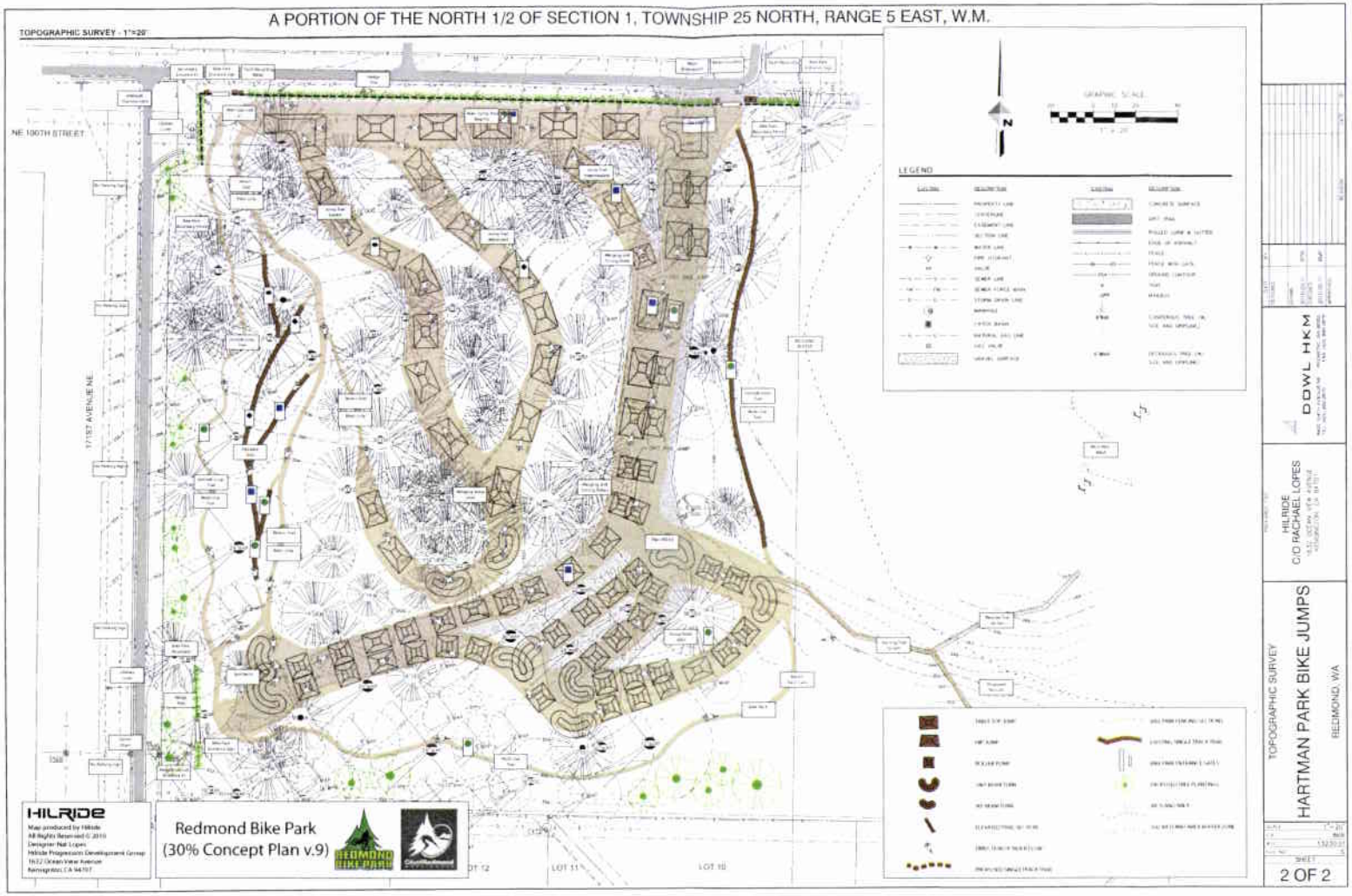
Exhibit 1 – Site Location Map

CityofRedmond
WASHINGTON

Exhibit 2 – Utility Access Requirements

EXHIBIT 3


A PORTION OF THE NORTH 1/2 OF SECTION 1, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M.
TOPOGRAPHIC SURVEY - 1"=20'
NE 100TH STREET
171ST AVENUE NE
LEGEND
HILRIDE
Redmond Bike Park
(30% Concept Plan v.9)
REDMOND BIKE PARK
LOT 12
LOT 11
LOT 10
DOWL HKM
HILRIDE
C/O RACHAEL LOPES
TOPOGRAPHIC SURVEY
HARTMAN PARK BIKE JUMPS
REDMOND, WA
SHEET
2 OF 2

ATTACHMENT A **AM No. 10-034 (C3)**

MEMO TO: City Council

FROM: John Marchione, Mayor

DATE: March 2, 2010

SUBJECT: **Approval of Redmond Bike Park Site and Official Name Selection**

I. RECOMMENDED ACTION

Approval of the renovation of the Redmond Bike Park at its current location and approval to officially name the site, "Redmond Bike Park".

II. DEPARTMENT CONTACT PERSONS

Craig Larsen, Parks and Recreation Director	425-556-2310
Carolyn Hope, Parks Senior Planner	425-556-2313

III. DESCRIPTION/BACKGROUND

Since the 1990s, unsanctioned dirt jumps have been built by community members on city water utility property outside of Hartman Park. In early spring 2009, some community members contacted city officials expressing concern about the location of the bike park, safety, environmental issues, vandalism and disobeying posted rules.

In an April 2009 public meeting at the bike park site, an overwhelming majority of approximately 70 community members who attended expressed interest in keeping the bike park at the current location; however, if the site had to be moved, supporters of the bike park felt that it should not be moved further away than Hartman Park.

At that time, the City initiated an effort to improve the design of the bike park to adhere to current standards for safety and environmental stewardship. Staff initiated a site selection process to evaluate environmental, safety, and engineering related issues for bike park use. Two locations within Hartman Park were evaluated as alternatives to the current site.

Bike Park Steering Committee
A Steering Committee was developed in 2009 of bike park users and supporters to participate in the design of the park and to lead the construction and ongoing maintenance of the park. This committee consists of approximately four adults and eight youth to date, and interest is growing. This group attended an initial conceptual design meeting in 2009, two field trips to look at alternative designs for bike parks, and participated in a work party at the site last summer. In January, the group met the City's consultants, Hilride, to learn about their experiences designing bike parks, discuss fundraising ideas to help with construction, and consider marketing ideas to identify a solid base of volunteers to help build the park.

Site Selection Process and Naming
On January 28, 2010, the consultant team met with city staff to walk the three sites and discuss a variety of issues pertaining to the site selection checklist, which is included in the Site Selection memo (Attachment A), which recommends the existing site as the preferred site. On January 28, 2010 and February 4, respectively, the Bike Park Steering Committee and Redmond Parks and Trails Commission recommended the current site as the preferred site for the redevelopment of the bike park.

In addition, the Steering Committee recommended that the site officially be called, "Redmond Bike Park". They felt that the name is simple, relates directly to Redmond, and that bike park is becoming the universal name for such facilities. The Redmond Parks and Trails Commission agreed with the Steering Committee's suggested name and recommends it to the City Council.

The site selection memo was presented to the public on February 10, 2010, at Mann Elementary School. Twenty-four people attended the meeting. Using stickers on a map of the three potential sites, 13 people preferred the current site and three people preferred Site B, south of the playground at Hartman Park.

Some community members stated that the memo did not address all of their concerns from previous meetings and correspondence such as how to address vandalism, enforce rules, improve the street frontage, limit parking along NE 100th Street and 171st Ave NE, and ensure that signage directs people to Hartman Park for parking and restrooms. However, staff is confident that many of these issues can be addressed through the design process, which will provide opportunites for public involvement including a design charette. Issues of vandalism and enforcement of rules are expected to improve with more consistent use of the site by bicyclists and people using the trail system in the area and with increased visits by City maintenance crews.

Next Steps
Upon approval of the final site location, the formal design process will begin with a public design charette, design documentation, permit submittal, and a volunteer training, construction, and ongoing maintenance program.

IV. IMPACT

A. **Service Delivery:** Approval of the site will allow a park use on water utility property. The Parks and Recreation Department will assume maintenance responsibilities for the site.

B. **Fiscal:** Selecting the recommended site is anticipated to be the least costly site to redevelop for the bike park use.

V. ALTERNATIVES TO STAFF RECOMMENDATION

The City Council could select an alternative site to the recommended site or ask the Parks and Recreation Department to reconsider the site selection process.

VI. TIME CONSTRAINTS

The Parks and Recreation Department has a contract with Hilride Progression Development to design and train staff and community members on construction practices. The current schedule anticipates construction at the end of the summer of 2010. If a new more work is necessary on site selection, this is likely to delay construction and we would likely need to extend Hilride's contract through 2011.

VII. LIST OF ATTACHMENTS

Attachment A: Site Selection Memo

/s/ 02/22/10

Craig Larsen, Parks and Recreation Director — Date

Approved for Council Agenda: /s/ 02/23/10

John Marchione, Mayor — Date

HILRIDE Progression Development Group

Introduction

This memo reviews the findings for three alternative site locations for a formal bike park facility in the area of Hartman Park in the Education Hill neighborhood in the City of Redmond, Washington. This memo was prepared by Nat and Rachael Lopes, bike park design specialists from Hilride Progression Development Group with consultation from:

- Carolyn Hope, Senior Park Planner, City of Redmond
- Teresa Kluver, Park Operations Supervisor, City of Redmond
- David Almond, Engineering Manager, City of Redmond
- Thara Johnson, Associate Planner, City of Redmond
- Lisa Rigg, Senior Engineer, City of Redmond
- Chris Kovack, Civil Engineer, Dowl KHM, and the
- Redmond Bike Park Steering Committee.

Project Background

Since the 1990s, unsanctioned dirt jumps have been built by community members on city water utility property outside of Hartman Park. The City is working on an approach to legitimize the current use and more formally design the jumps and bike park to adhere to current standards for risk management and bike park design. A Steering Committee was developed in 2009 of bike park users and supporters to participate in the design of the park and to assist in construction and ongoing maintenance of the park.

In the early spring of 2009, some community members contacted city officials expressing concern about bike park and prefer that the activity be moved to a different location due to safety and environmental concerns. In an April 2009 public meeting at the bike park site, an overwhelming majority of approximately 70 community members who attended expressed interest in keeping the bike park at the current location, because:

- The site is convenient for neighbors and the youth who use the site after school, many of whom come directly from nearby Redmond High School and Redmond Junior High School,
- The site is already developed,
- There aren't many competing uses nearby, which limits bicycle and pedestrian conflicts, and
- The site has significant tree cover, making the site more usable during rainy days and hot summer days.

However, if the site had to be moved, supporters of the bike park felt that it should not be moved further away than Hartman Park. Therefore, two locations within Hartman Park were evaluated.

Three site locations were evaluated for their potential to accommodate a formal bike park facility on Education Hill including the current site and two sites within Hartman Park. Upon approval of the final site location, the formal design process will begin with a public design charette, design documentation, permit submittal, and a volunteer training, construction, and ongoing maintenance program.

Site Descriptions

The current location, Option C, is owned by the water utility, which is located south of the Hartman Park parking lot next to sports fields 5 and 6. The current bike park uses approximately 17,000 square feet of the west side of the parcel. Option A is located north of sports fields 5 and 6 and south of the restrooms. This site could provide approximately 25,000 square feet of bike park space. Option B is located in the clearing east of the restrooms and west of the tennis courts, just south of the playground. This site could provide approximately 11,500 square feet of bike park space. The following exhibit shows the location of each option.

Exhibit 1 – Site Location Options

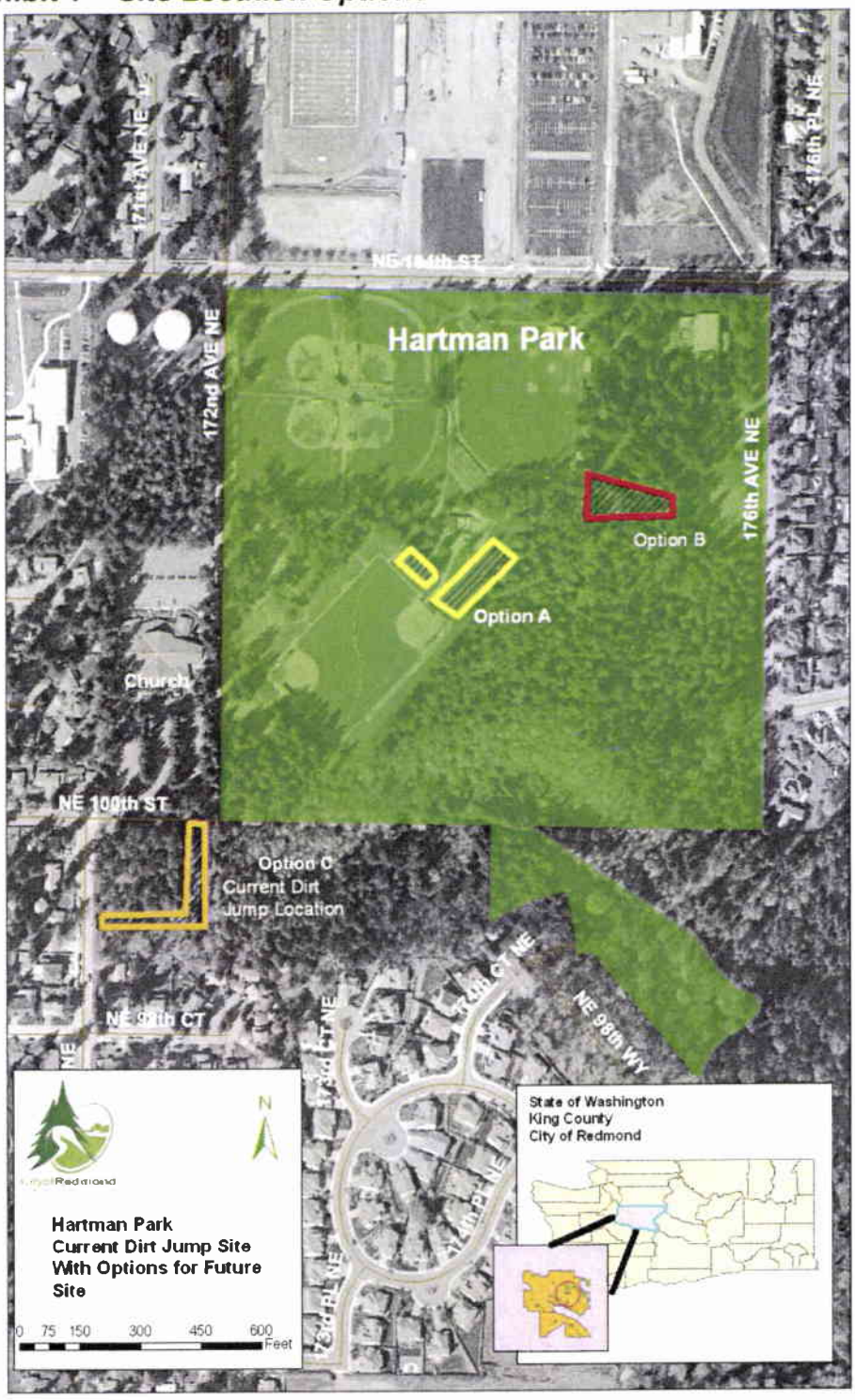


Exhibit 2 – Site Location Photos

Option A – North of Fields 5 & 6 at Hartman Park

Option B – South of Playground at Hartman Park

Exhibit 2 – Site Location Photos (Continued)

Option C – Current Site (north-south strip)

Option C – Current Site (east-west strip)

Site Evaluations

These three sites were evaluated based on the following criteria and a comprehensive checklist of 51 additional qualifying criteria, which is provided in Attachment A. Each of the criteria is scored using a ranking system. The site with the highest score is the most desirable. The criteria are divided into the following categories:

- Location Suitable for a Bike Park
- Bike Park Specific Criteria
- Environmental Factors
- Risk Management, Security, Safety
- Traffic, Parking and Accessibility
- Community Support, Public Opinion
- Development Status

Location Suitable for a Bike Park

The following criteria were used to evaluate the location of the proposed project at each of the three alternative locations in order to determine which site would be the most suitable for a bike park.

Criteria:

- Acreage
- Maintenance Accessibility
- Permanency of Location
- Facility Expandability
- Proximity to Residences
- Shared Boundaries with Residences
- Access to Transportation
- Proximity to Schools
- Connectivity
- Current Use
- Anticipated Use
- User Capacity
- Compatibility With Other Park Users
- Congestion
- Relation to Other Park Facilities
- Land Ownership/Management
- Compatibility with Land Use Plan

Summary: The current site ranked significantly higher than options A and B primarily due to the current use, which has set a precedent for the activity in the area. Hartman Park has very little open space available and is scheduled to be master planned in the next six years to re-evaluate the site plan. The current site has minimal impacts to ongoing operations and activities within Hartman Park, where there is more potential for user conflicts, especially in peak seasons.

Scores:
Option A – Criteria Checklist Score: 50
Option B – Criteria Checklist Score: 55
Option C/Current Site – Criteria Checklist Score: 75

Bike Park Specific Criteria

The following criteria were used to evaluate specific bike park criteria of the proposed project at each of the three alternative locations.

Criteria:

- Topography
- Terrain
- Elevation
- Shade
- Vegetation
- Drainage
- Grading Required For Site
- Water Access for Construction/Maintenance
- Drinking Fountain
- Bike Racks and Tool Station
- Maintenance Equipment and Tool Storage
- Trash/Recycling
- Restroom(s)
- Fencing

Summary: The current site ranked significantly higher due to the dynamic vegetation, terrain and topography of the site, which create a very high quality user experience with natural shade and more protection from the wind and rain that reduces the potential for erosion and dust. In addition, the current site would require less fencing, grading, and stormwater infrastructure, which would reduce project costs. Each of the three sites has very equal supporting amenities such as trash receptables and access to restrooms and water fountains. New

amenities such as tool storage and bike racks can be easily added to any of the three sites.

Scores:
Option A – Criteria Checklist Score: 31 points
Option B – Criteria Checklist Score: 42 points
Option C/Current Site – Criteria Checklist Score: 60 Points

Environmental Factors

The following criteria were used to evaluate the potential environmental impacts of the proposed project at each of the three alternative locations.

- Aesthetics and visual impact
- Biological Resources (Fish and Wildlife Habitat)
- Wetlands and buffers
- Other Critical Areas
- Tree Removal Required
- Vegetation Removal Required

Summary: None of the sites will adversely effect critical areas or significantly decrease the quality of other environmental factors. A wetland delineation of the current site shows that it is outside of the wetland and wetland buffer areas. Selective tree removal could be proposed at Options A and C, which is one of the reasons Options B scored higher.

Scores:
Option A – Criteria Checklist Score: 23
Option B – Criteria Checklist Score: 26
Option C/Current Site – Criteria Checklist Score: 22

Risk Management, Security, and Safety

The following criteria were used to evaluate the risk management, security and safety of the proposed project at each of the three alternative locations.

- Proximity to emergency medical facilities.
- Security patrol access.
- Security visibility.

Summary: Options A and B ranked slightly higher than the current site primarily because they are more visible from the parking areas inside Hartman Park and would be easier to patrol without getting out of a patrol vehicle. All sites allow

easy access by emergency vehicles. The safety of the bike park structures will be addressed in the design and during training of volunteer builders.

Scores:
Option A – Criteria Checklist Score: 13
Option B – Criteria Checklist Score: 13
Option C/Current Site – Criteria Checklist Score: 11

Traffic and Parking Accessibility

The following criteria were used to evaluate the traffic and parking of the proposed project at each of the three alternative locations.

- Proximity to parking
- Parking capacity
- ADA accessibility or potential for accessibility
- Bike accessibility or potential for accessibility
- Transit accessibility

Summary: The current site ranked slightly higher because of its relative proximity to parking at less than 50 yards. Options A and B are within 200 yards of parking. The current park is small enough in scale that most users are from within the neighborhood. Therefore, parking is not much of a concern with this facility, because nearly all users come via bicycle. There are some users who drive to the site and the revised park design could attract a more users from out of the neighborhood. However, the site will remain small enough in scale, that this is not anticipated to create a regional draw, like nearby Colonnade and Duthie Hill bike parks.

Scores:
Option A – Criteria Checklist Score: 19
Option B – Criteria Checklist Score: 19
Option C/Current Site – Criteria Checklist Score: 20

Public Opinion

The following criteria were used to evaluate the public opinion of the proposed project at each of the three alternative locations.

- General Community Support
- Bike Park Steering Committee Support
- Parks and Trails Commission Support

Summary: The current site ranked higher due to the measured local community support, and strong support from the bike park Steering Committee, and a recommendation by the Redmond Parks and Trails Commission to select the current site to City Council for approval. The current site provides many opportunities to improve the environmental conditions in the area, reduce the negative uses in the area, create higher quality multi-use trail access, and improve access to Hartman Park.

Scores:
Option A – Criteria Checklist Score: 9
Option B – Criteria Checklist Score: 10
Option C/Current Site – Criteria Checklist Score: 15

Development Status

The following criteria were used to evaluate the development status of the proposed project at each of the three alternative locations.

- Development Complexities
- Development Timeframe

Summary: The current site ranked highest due primarily because the site can be easily accessed for construction during the summer and fall, which is peak season for use of the sports fields, courts, and playground within Hartman Park. In addition, the current option and option B have less infrastructure requirements, which should require less time and resources to construct.

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Scores:
Option A – Criteria Checklist Score: 3
Option B – Criteria Checklist Score: 8
Option C/Current Site – Criteria Checklist Score: 9

Summary of Findings

Of the three alternative sites that were evaluated, the current site was clearly determined to be the most feasible. The site selection criteria checklist used to evaluate each site awarded points for each of the selection criteria; the maximum number of points possible was 255. The cumulative scores for each site were; 212 points for the current site, 173 points for option B, 148 points for option A.

The current site location was ranked the highest primarily for the following reasons:

Location- The location attributes of the current site; including useable acreage and maintenance accessibility are much better than the other two sites. The current site also provides many opportunities to improve the environmental conditions in the area, reduce the negative uses in the area, create higher quality multi-use trail access, and improve access to Hartman Park.

Bike Park Specific Criteria- The current site ranked significantly higher due to the dynamic vegetation, terrain and topography of the site, which create a very high quality user experience with natural shade and protection from the wind and rain which reducing the amount of erosion, dust resulting from usage and maintenance of the park.

Public Opinion- The level of support from the local parks community is estimated to be highest for the current site and has the strongest support from the bike park Steering Committee and the Redmond Parks and Trails Committee.

Development Status- The current site ranked significantly higher due primarily because the site will require less engineering infrastructure, is expected to cost less to construct, and would have the least amount of construction impacts during peak season use.

Attachment A: Redmond Bike Park Site Selection Criteria Checklist

CRITERIA	SCORE	Option A	Option B	Option C / Current Location
Location				
Acreage	Small=1 Medium=3, Large=5 (relative to each other)	4	3	4
Maintenance Accessiblity	Poor Access=1, Good Access=5	5	5	5
Permanenancy of Location	Temp <2 Years=1, Temp Location <5 years=2, Temp <7=3 Temp Location <10=4 years, Permanent Location=5	4	4	4
Facility Expandability		1	1	5
Proximity to Residences	Shared Boundary (0 feet)=1, Street Separation (<50-feet)=3 Open Space(>50-feet)=5	4	3	3
Shared Boundary with Residences	100% Shared Boundaries=1, 75%=2, 50%=3, 25%=4 No shared Boundaries=5	5	5	4
Access to Transportation	Poor Access=1, Good Access=5	5	5	5
Proximity to Schools		3	3	3
Connectivity	Poor Connectivity=1, Good Connectivity=5	5	5	5
Current Use	No Use=1, Current Activity Specific Illegal Use=5	1	1	5
Anticipated Use	Large increase in use=1, Some increase in use=3,No increase in use=5	1	1	4
User Capacity	Low Capacity=1, High Capacity=5	1	3	5
Compatibility with other park users	Not Compatible=1, Very Compatible=5	1	3	5
Conjestion	Definite Impacts=1, Unknown= 3, None=5	1	2	4
Relation to other park facilities	Not Compatible=1, Very Compatible=5	1	3	5
Land Ownership and Management	Privately Owned=1, Partner Agency=3, Agency=5	5	5	4
Compatibility of use with Land Use Plan	Not Compatible= 1, Compatible=5	3	3	5
Subtotal		***50.0***	***55.0***	***75.0***
Bike Park Specific Criteria				
Topography		1	2	5
Terrain		1	2	5
Elevation		1	1	5
Shade		1	3	5
Vegetation		1	1	5
Drainage		1	5	5
Grading Required for Site	Extensive Grading=1, Minimal Grading=5	1	4	4
Water main/meter/hookup for Construction / Maintenance	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Drinking Fountain	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Bike Racks	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Bike Tool Station	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Maintenance, Equipment and Tool Storage	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Trash/Recycling	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Restroom	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Fencing	Would Require Substancial Fencing=1, Partial Fencing=3, No Fencing Required=5	1	1	3
Subtotal		***31.0***	***42.0***	***60.0***

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Attachment A: Redmond Bike Park Site Selection Criteria Checklist

CRITERIA	SCORE	Option A	Option B	Option C / Current Location
Environmental Factors				
Aesthetics and visual impact	Definite Impacts=1, Unknown= 3, None=5	4	3	4
Biological Resources	Definite Impacts=1, Unknown= 3, None=5	3	5	4
Wetlands and wetland buffers	Definite Impacts=1, Unknown= 3, None=5	4	5	4
Other Critical Areas	Definite Impacts=1, Unknown= 3, None=5	5	5	4
Tree Removal Required	Numerous Large Trees Needing Removal=1, None Required=5	3	4	3
Vegetation Removal Required	Heavy Vegetation Removal=1, None Required=5	4	4	3
Subtotal		***23.0***	***26.0***	***22.0***
Risk Management, Security, Safety				
Proximity to Emergency Medical Facility	Far=1 (>50-miles), Close=5 (w/in 0.5 mile)	5	5	5
Security Patrol Access	No Accessibility=1, Highly Accessible=5	4	4	3
Security Visibility	Low Visibility=1, High Visibility=5	4	4	3
Subtotal		***13.0***	***13.0***	***11.0***
Traffic, Parking and Accessibility				
Proximity to Parking		3	3	5
Parking Capacity		5	5	4
ADA Accessiblity/ Potential for Accessibility	Less Feasible=1, Highly Feasible=3, Existing=5	5	5	5
Bike Accessibility / Potential for Accessibility	Less Feasible=1, Highly Feasible=3, Existing=5	5	5	5
Transit Accessibility	Poor Access=1, Good Access=5	1	1	1
Subtotal		***19.0***	***19.0***	***20.0***
Community Support, Public Opinion	Opposition=1, Neutral=3, Favorable=5			
General Community Support		3	3	5
Bicycle Community Support (Bike Park Steering Committee)		3	4	5
Parks and Trails Commission Support		3	3	5
Subtotal		***9.0***	***10.0***	***15.0***
Development Status				
Development Complexities	High Compleity=1, Low Complexity=5	1	4	4
Development Timeframe	Long Term=1, Mid-Term=3, Short Term=5	2	4	5
Subtotal		***3.0***	***8.0***	***9.0***
TOTAL SCORE	***Total Points Possible = 255***	***148.0***	***173.0***	***212.0***
Percentage of Total Score		58%	68%	83%

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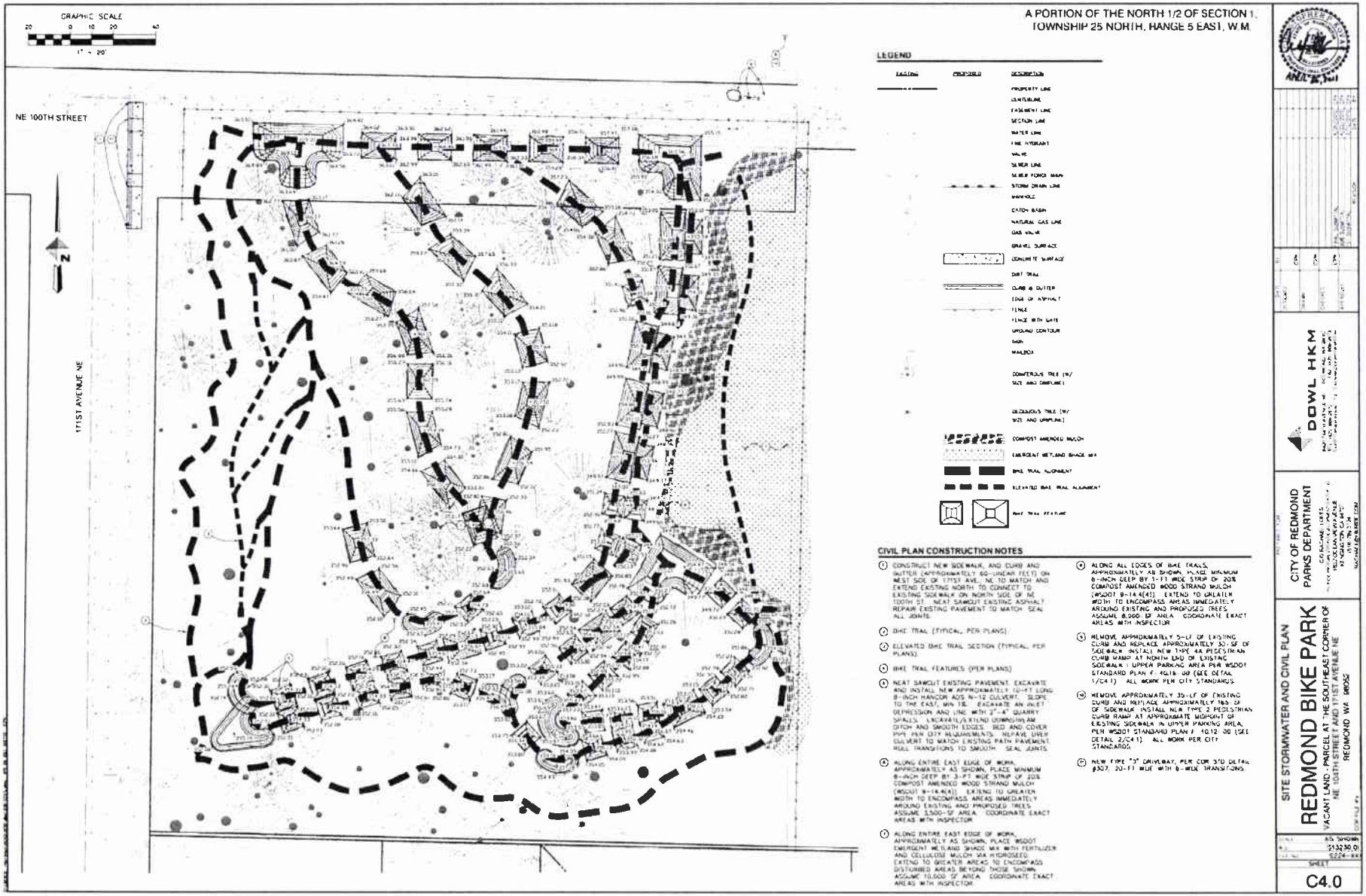
Attachment B

Exhibit 1 – Vicinity Map

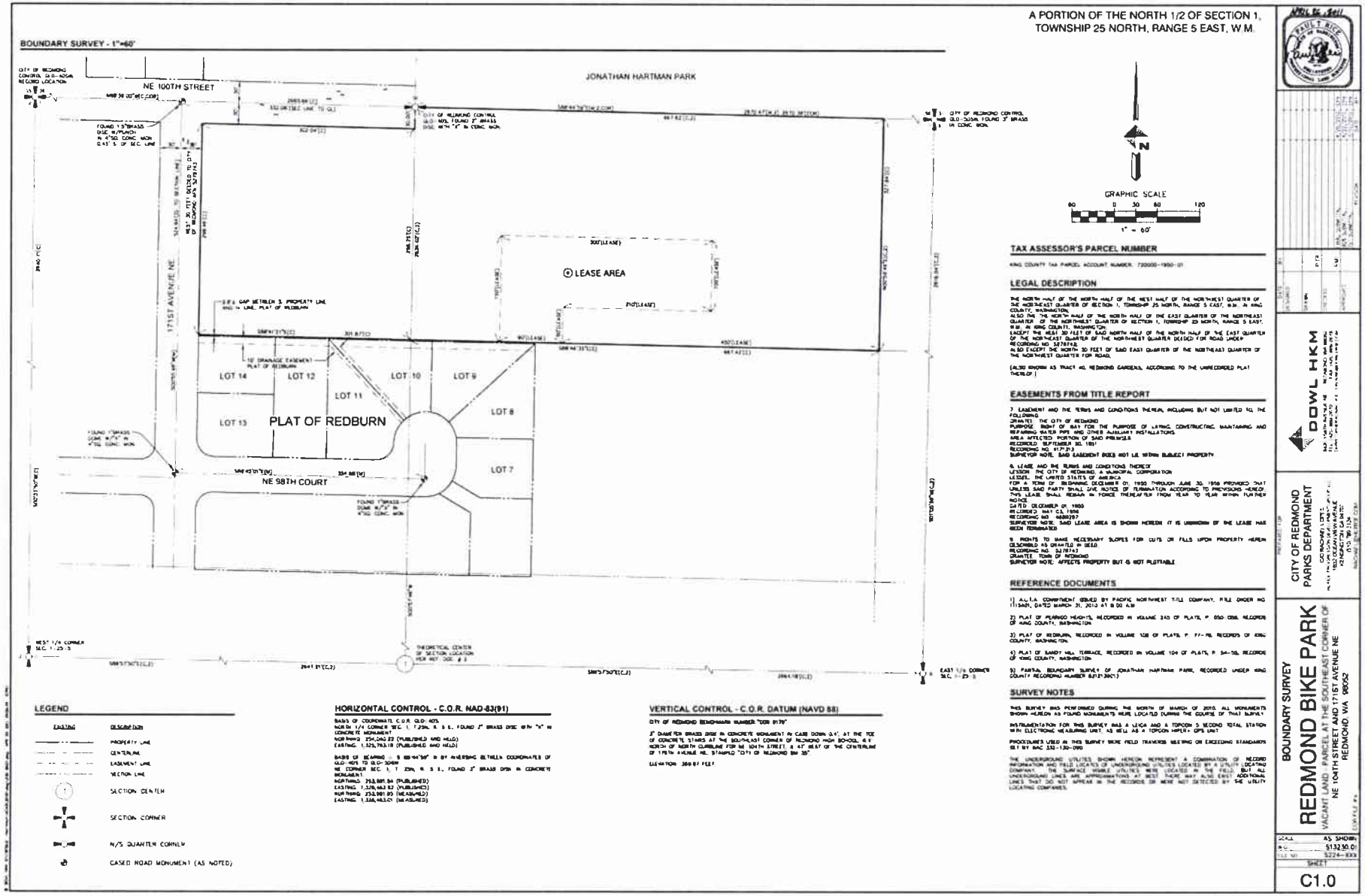
Attachment B

Exhibit 2 – Topographic Survey & Site Plan of Redmond Bike Park



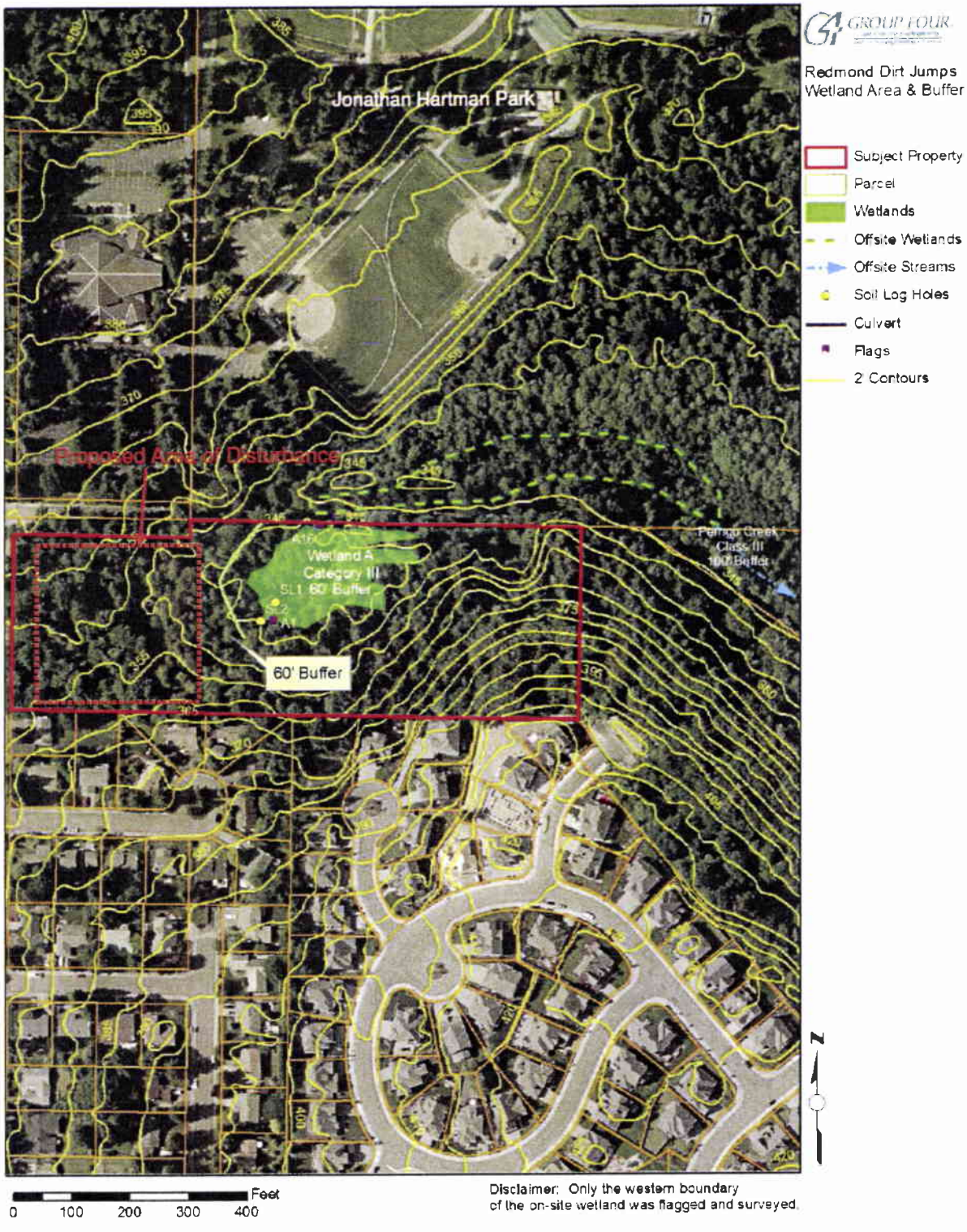
Attachment B

Exhibit 3 – Legal Description of Property



Attachment B

Exhibit 4 – Critical Area Location Map

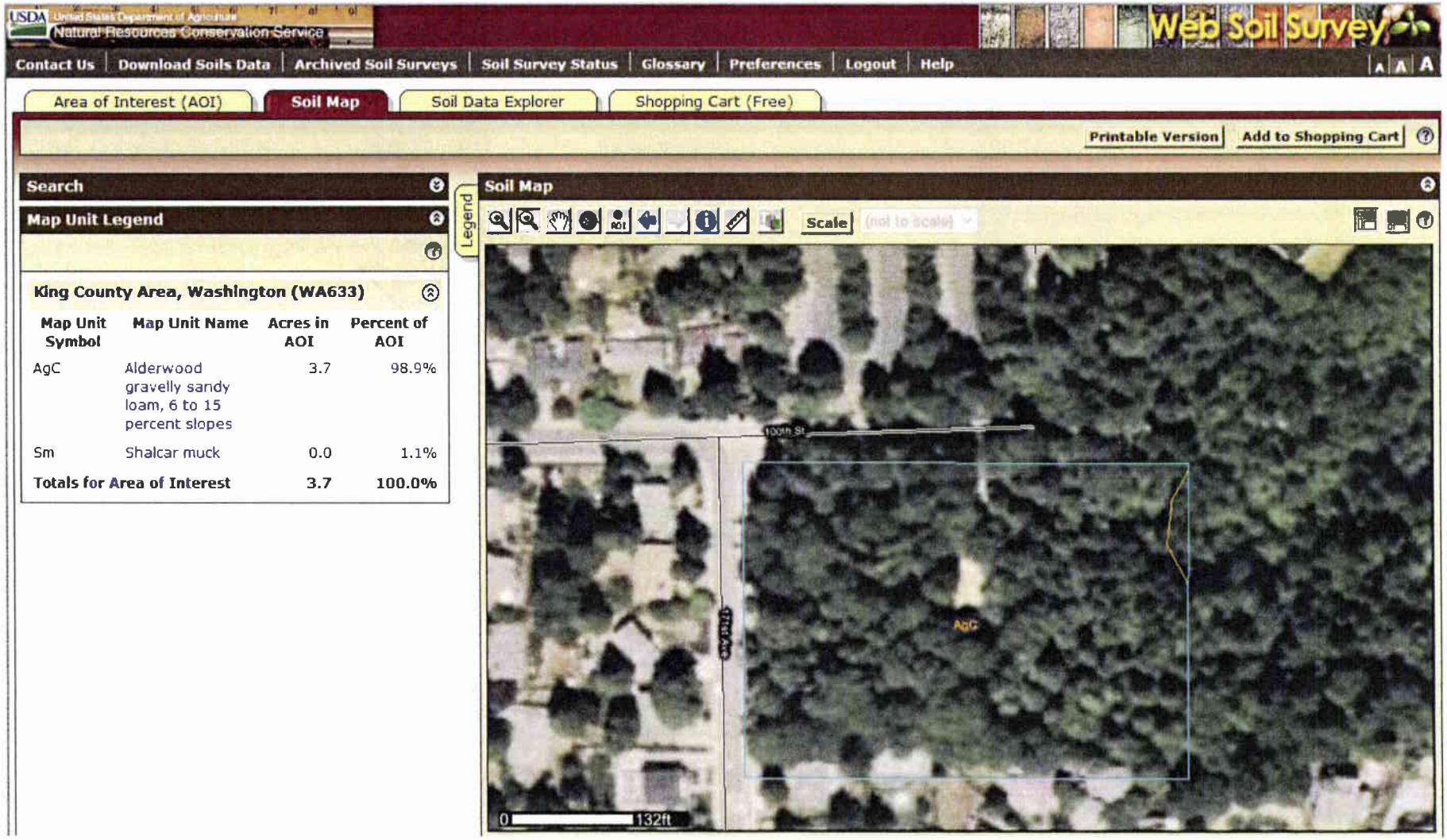


Attachment B

Exhibit 5 – Utility Access Requirements

Attachment C

Soil Type Map



Attachment D

C.1. In general, the proposed improvements are confined to an existing relatively small wooded area that currently drains to the eastward to a wetland. The proposed improvement areas are below thresholds that trigger stormwater flow control and water quality treatment. Flow patterns will not be significantly altered, and runoff will continue to flow to the wetlands. Proposed improvements include a vegetated strip, through which runoff will pass, to provide filtration of runoff water. Typical TESC measures (e.g. silt fence, temporary stabilization, straw and/or plastic covering, etc.) will be employed to control runoff during construction. No impacts to groundwater are anticipated.